

CLASSIFICATION SECRETCOUNTRY East Germany REPORTTOPIC Erfurt-Bindersleben Airfield

EVALUATION

DATE OF CONTENT

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ENCLOSURE

REMARKS

This is UNEVALUATED  
Information

1. The following air activity and aircraft were observed at Erfurt-Bindersleben Airfield between 16 October and 6 November 1954:

16 October. A Po-2 landed at 1245 and another Po-2 took off at 1500. The latter aircraft headed east.

20 October. Four MiG-15s or U-MiG-15s were parked on the dispersal area near the flight control station. No air activity was observed.

21 October. At 1030, two MiG-15s or U-MiG-15s individually took off at intervals of about 1,000 meters. The aircraft banked to the left, and then assembled in formation at an altitude of 500 to 600 meters. The distance between the two aircraft in the formation was about 2 wing spans. Flights in the vicinity of the field were made at an altitude of 600 to 700 meters. After about 7 minutes, the aircraft approached and individually landed at the field. No other air activity was observed.

6 November. At about 0800, two MiG-15s or U-MiG-15s crossed over Erfurt at an altitude of about 1,000 meters. A Po-2 landed at about 1310. It took off at 1420. At 1510, two MiG-15s or U-MiG-15s again crossed over Erfurt at an altitude of about 400 meters.

2. On 20 and 30 October, no changes were observed on the radio and radar installations at the field.
3. The AA gun emplacement on the southern edge of the field was unchanged. No personnel except for a sentry armed with a submachine gun was observed.
4. A watchtower 8 to 10 meters high was newly erected about 100 meters northeast of the flight control station. It was still unoccupied. Eight to 10 men wearing civilian clothes were engaged in preparation for the demolishing of buildings in the southeastern corner of the field. The blasting occurred between 1200 and 1300.

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6. Between 24 October and 3 November, no air activity was observed except on 29 October when two MiG-15s or U-MiG-15s crossed over Erfurt. Four MiG-15s or U-MiG-15s were continuously parked near the flight control building.<sup>1</sup>

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7. The following radio installations were observed:

An Adcock DF station and a radio installation of 6 masts in the southeastern corner of the landing field.

A mast about 18 meters high and braced by four guy wires was observed about 1,000 meters east of the field boundary north of Peterborn. A temporary building and two radio trucks were at the foot of the mast.

A mast about 10 meters high and braced by 3 or 4 guy wires was observed about 75 meters southeast of the flight control station.

8. No generators were observed at the field. Therefore, it was believed that current for power and lighting purposes was supplied by 2 high tension lines from the direction of Erfurt. There was a telephone line running from the field to Erfurt.

9. The following buildings were located at the field:

Ten quartering buildings south of the Erfurt-Bindersleben road; 4 smaller buildings near the southeastern boundary: brick buildings, such as guardhouse, kitchen, flight control station, and a building of unknown utilization between the kitchen and flight control building; a smaller building east of the kitchen, which had previously been occupied by a salvaging company; 17 shrapnelproof aircraft revetments; no brick hangars were available; a newly constructed wooden watchtower near the flight control station. The motor vehicles were parked at a parking lot in which some sheds with roofs were located. Seven containers were observed in the fuel dump.<sup>2</sup>

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1. Comment. An alert flight of MiG-15s and U-MiG-15s was still parked on Erfurt-Bindersleben airfield.

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2. Comment. The information on the installations at the field contradicts with previous statements:

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According to previous reports, 10 containers were believed to be located in the fuel dump; 18 shrapnelproof revetments were observed, 9 quartering buildings were counted south of the Erfurt-Bindersleben road etc.

The watchtower about 100 meters northeast of the flight control station is reported for the first time. Its utilization is not known.

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